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BOOK DEPARTMENT.

NOTES.

WHATEVER THE ATTITUDE taken regarding the practicability of solving the problem of unemployment by the creation of special institutions for the insurance of workmen against this evil, the movement in this direction is one that no student of social reform can afford to overlook. Efforts to introduce this species of insurance date back but a few years, yet the literature upon the subject is already a considerable one. The movement, as is well known, has thus far been chiefly confined to Switzerland, where out-of-work insurance funds have been created by the municipalities of Berne and Saint-Gall, and important studies of the question looking to future action have been made by the towns of Basel, Zürich and Lausanne. A similar fund, organized under the auspices of the city, has also been in operation for a number of years at Cologne. Mr. Georges Cornil, a Belgian author, has undertaken to bring together in a compact pamphlet of 200 pages the essential portions of the original documents, such as the constitutions and reports of the various funds that have been created, and the important propositions made elsewhere, for the insurance of workmen against unemployment.* Though the author makes no pretence of presenting a critical examination of the subject, stating frankly that his work has been that of compilation and translation, he has, nevertheless, in his introductory and explanatory remarks, given a clear account of the history and general character of each scheme. He also considers several of the more important instances where labor organizations on the Continent have a regular system for the indemnification of their members when out of employment. The chief value of his work, however, is that here the student can find under one cover the essential data upon which to base a further study of the question, and that thus the necessity of collecting the various constitutions and reports of the funds, which would be impossible for most American students, is obviated. An excellent bibliography precedes the study.

IT IS WELL KNOWN that the differential rates by rail between the Middle West and the cities of the North Atlantic seaboard have been investigated during the past year by the Interstate Commerce Commission. The investigation was made at the instance of the New York

* *L'assurance municipale contre le chômage involontaire.* By M. GEORGES CORNIL. Pp. xi, 191. Bruxelles: Imprimerie Universitaire, 1898.

Produce Exchange, whose chief complaint was that the differentials on grain, flour and provisions of two cents in favor of Philadelphia and three cents in favor of Baltimore as compared with New York, were unjust to the exporters of New York. The conclusions at which the commission arrived as the result of its investigation were: "That the differentials are legitimately based upon the competitive relations of the carriers, that it does not appear upon the present record that the carriers have exceeded the limit within which they are free to determine for themselves, and accordingly, that the differentials complained of do not result in unlawful preference or advantage to Philadelphia or Baltimore over the city of New York."

To the student of transportation the importance of the commission's report is not so much in the conclusions arrived at as in the manner in which the transportation problem involved was discussed. The forces which influence railway charges in the United States were analyzed with clearness and perspicacity by Commissioner Prouty in his lengthy and ably written report.* Students of transportation will at once compare this report with the classic one made on the same subject in 1882 by the advisory commission consisting of Messrs. Thurman, Washburne and Cooley, and the comparison cannot fail to reveal the fact that important changes have taken place in the transportation problem during the past fifteen years. The forces affecting charges on rail traffic between the Mississippi Valley and the Atlantic Seaboard have become more complex and it has become more difficult to measure the influences which they severally exert. This is tantamount to saying that with the progress of our industrial and commercial development, the railway transportation services are becoming increasingly interrelated and interdependent, are becoming more and more unified. Such expressions as "the transportation service" and "the transportation system" are becoming accurate as well as convenient terms. Those persons who have not given the railway transportation problem special study will be surprised at the number of considerations to which weight was given by the commission in passing judgment upon the fairness of the existing freight charges between the North Atlantic Seaboard and the Central West. Mr. Prouty's full and judicial statement of the report and opinion of the Interstate Commerce Commission in this case ought to be widely circulated and generally read.

* *Differential Rates to New York, Philadelphia and Baltimore.* Report and opinion of the Interstate Commerce Commission on the Complaint of the New York Produce Exchange vs. Baltimore and Ohio Railroad Company *et al.* Pp. 75. Decided April 30, 1898.

THE FOURTH ISSUE of "The Labour Annual,"* edited and published by Joseph Edwards, presents several novel features. In addition to the usual directory of lectures on social and political reform and the reports of leading reform organizations it contains an article by Henry George on "The Great Battle of Labour," an account of "Labour Legislation in 1897" and a series of biographical sketches of leading reformers, illustrated with forty-five portraits. The value of the publication might be greatly increased if advertisements were rigidly excluded from the body of the work and if the material were presented in more orderly and logical form. In place of a table of contents an index introduces the work. This is followed by the directory of reform lecturers and writers. Both of these would come more properly at the end, where a more detailed index would be acceptable. Notwithstanding faults of arrangement however, the "Labour Annual" contains a great deal of useful information not otherwise available and it is to be hoped the editor will be encouraged to continue its publication in coming years.

IN HIS "Lectures on Local Government"† Mr. Lawrence Gomme has "designed to set forth, if possible, the lines upon which the principles of local government should be studied." His work is scholarly, showing careful research and it is of permanent value; but its usefulness is greatly impaired by the fact that only a minor portion of the contents of the book is in harmony with its title. In our opinion, an effort to prove that the modern English shire is the direct outgrowth of the old tribal division, that the borough is the descendant of the old Roman town and that the existing parish or township is the heir of the manor, does not constitute a treatise on the principles of local government. The argument is ably presented, although the author has not the space to develop it as he would wish, but its only justification in the present book is Mr. Gomme's belief that localities "formed by the common interests of a community dating centuries back" "are the foundation of local government." In this conclusion we do not agree, and the county of London based on no such ancient division seems to oppose the author's view. The real point at issue is whether mediæval history furnishes the most profitable basis for the study of existing problems.

* *The 1898 Labour Annual*. Fourth Year of Issue of the Year-book for Social and Political Reformers. Pp. 224. Price, 1s. Wallasey, Liverpool: Joseph Edwards, 1898.

† *Lectures on the Principles of Local Government*. By (GEORGE) LAWRENCE GOMME. Pp. xv, 267. London: Arnold Constable & Co., 1897.

In his discussion of the present aims and duties of local government the author does not reach as definite conclusions as in the first part of his work. He does us a service by showing the complications existing before 1888, when twenty-seven thousand disconnected authorities tried to perform the duties and avoid the dangers of local rule. His suggestion that the "burden of taxation" only arises when "the amount paid is in excess of the benefit received" and is then only such excess, is excellent. He is not equally successful in his attempt to fix a limit to the powers suitable for a local government. Rejecting as insufficient Mills' definition of the service which such a government should perform, Mr. Gomme replaces it with the statement that the services properly administered by local governments are those of general utility. Unless the limits are better known in England than they are in the United States the serviceableness of such a definition is open to question.*

DR. CHARLES GROSS has rendered a service of inestimable value to students of English institutions by the publication of a "Bibliography of British Municipal History,"* which deserves to take rank among the few first rate bibliographies which American scholarship has produced. In a brief introduction the author supplies some valuable information in regard to the more important sources for British municipal history and a critical estimate of the works on this subject, both general and local, which have thus far appeared. The bibliography proper is divided into two parts treating respectively of "General Authorities" and "Particular Towns." Part I is sub-divided into fourteen sections, under each of which the titles are arranged alphabetically according to authors, while in Part II the towns are arranged alphabetically, each being followed by its list of titles. This careful classification of the material, supplemented by an excellent index, makes it possible to turn at once to the books bearing upon any important phase of British municipal history.

Nor is the work a mere list of titles. In the case of most of the books referred to a few words of description or comment are appended. Asterisks are employed to designate works of particular value, while the few works not examined by the author personally, are indicated by means of daggers. Through these simple devices the value of the bibliography to the ordinary student is greatly

* Contributed by Dr. Charles H. Lincoln.

† *A Bibliography of British Municipal History including Guilds and Parliamentary Representation.* By CHARLES GROSS, Ph.D. Pp. xxxiv, 461. Price, \$2.50. New York and London: Longmans, Green & Co., 1897.

enhanced. Among the 3092 titles referred to, a very large number belong to the pamphlet and periodical literature which so easily escapes notice even in a well-catalogued library. The infinite labor and patience required for the preparation of such a work as this will only be understood by those who have undertaken similar tasks. It is a work which, once done with the conscientious care that Dr. Gross has bestowed upon it, becomes the starting point for a new epoch of historical writing. That this new impetus comes from an American scholar and an American university is particularly gratifying to our colonial pride.

"THE STATESMAN'S YEAR-BOOK," for 1898* contains numerous new features which will make it even more indispensable than before to every well-appointed library. The convenient statistical survey of the British Empire, which has for several years prefaced the volume, is brought down to date. In addition, tables are given exhibiting the colonial trade of the United Kingdom and the wheat acreage and number of cattle and sheep in the leading countries of the world since 1871. Of the ten colored maps and charts published this year, one illustrates the territorial situation along the Niger, four exhibit Great Britain's trade and official representation throughout the world, while the last five show the changes in imports and exports during the last twenty-five years for leading countries. The value of these latter would be enhanced to American readers if some explanation were given of the meaning attached to the terms "general" and "special" in connection with these diagrams. The detailed information in regard to each country given in the body of the book has been carefully revised and most of the statistical tables are brought down to date. But one error has been noted, on page 1105 Wright's "Industrial Revolution of the United States" is cited when "Industrial Evolution" is meant.

THE *Verein Deutscher Eisenbahnverwaltungen* celebrated its fiftieth anniversary in July, 1896. The contribution of the Prussian Government to the celebration was a large two volume work setting forth the history of Berlin and its railroads.† The book, prepared in the Ministry of Public Works, was edited by Dr. von der Leyen.

* *The Statesman's Year-Book; Statistical and Historical Annual of the States of the World for 1898*. Edited by J. SCOTT KELTIE and I. P. A. RENWICK. (Thirty-fifth year). Pp. xxxi, 1166. Price, \$3.00. London and New York: The Macmillan Co., 1898.

† *Berlin und seine Eisenbahnen, 1846-1896*. Published at the instance of the Prussian Minister of Public Works. 2 vols., Pp. xv, 375; viii, 491. Berlin, Julius Springer, 1896.

The literary work was performed by four authors, all well-known railway officials. The work is divided into five parts. Volume I contains an introduction, Part I which treats of the historical development of the city of Berlin and describes the territorial growth of the city from the time of the electors to the present, and Part II which depicts the evolution of Berlin's railroads. The account contains the history of all railroads connecting Berlin with other cities, as well as the history of street railways of that city. Berlin is such a large railway centre that the majority of the Prussian railroads are included in the narrative, and in consequence this and the succeeding sections of the work practically contain a history of Prussian railroads and railway transportation. The three divisions contained in the second volume discuss respectively the passenger traffic, freight traffic and train service of Berlin's steam railroads and intra-mural railways. The book is in no sense critical. That was not to be expected of a work proceeding from official sources and issued as a jubilee volume. The authorship of the work and the scientific reputation of the editor vouchsafe the accuracy of the data presented and render the book one that may profitably be consulted by students of the history of Prussian railroads and the transportation system of Berlin.

THE SIXTH AND last volume of Traill's "Social England"* brings the reader down to the general election of 1885, and thus constitutes a suitable preface to contemporary history. To this volume some thirty-one authors have contributed and in consequence the absence of perspective and of a due sense of proportion in the treatment of different sides of social life that has characterized all the volumes of the series is somewhat accentuated. The volume is divided into four chapters treating of: (1) Peace, Retrenchment and Reform, 1815-1822. (2) Progress and Reaction, 1832-1846. (3) The Rule of the Middle Class, 1846-1865. (4) The Succession of the Democracy, 1865-1885. Each chapter is followed by an excellent bibliography and the whole work concludes with an index which leaves nothing to be desired. Like the earlier volumes this history of social England in the nineteenth century will prove serviceable as a book of reference rather than as a continuous narrative. The high authority

* *Social England. A Record of the Progress of the People in Religion, Laws, Learning, Arts, Industry, Commerce, Science, Literature and Manners from the Earliest Times to the Present Day.* Edited by H. D. TRAILL, D. C. L. Vol. VI. *From the Battle of Waterloo to 1885.* Pp. viii, 700. Price, \$3.50. New York: G. P. Putnam's Sons, 1897.

of most of the contributors makes their special contributions of great value and it is to these the reader will turn after having glanced through the volume as a whole.

REVIEWS.

The Proposed Amendments to the Constitution of the United States during the First Century of its History. By HERMAN V. AMES, Ph. D. Annual Report of the American Historical Association for the year 1896, Vol. II. Pp. 442. Washington, D. C.: Government Printing Office, 1897.

This is the essay which won the prize awarded by the American Historical Association "for the best monograph, based on original investigation in history submitted to the council in the course of the year 1896." It is a most laborious and painstaking piece of work and will be very valuable for reference. The book is provided with an analytical table of contents, a bibliography, an index and a most noteworthy appendix: "A Calendar of all Amendments Proposed to the Constitution of the United States from the Date of Its Ratification to March 4, 1889." This list of nearly 1750 distinct propositions is carefully annotated, so that at a glance one may learn the legislative history of each proposition. A mere enumeration of these amendments fills over one hundred octavo pages, and when we consider that only fifteen of all this great number received sufficient popular favor to become part of the constitution we realize how difficult successful amendment is and what a long record of unsuccessful effort is here told. It might seem that the labor of the learned author was wasted in describing these failures, but this is hardly a fair way to estimate the value of the book. It throws valuable side lights on the political movements in our country's history and is most clear in pointing out how wise the founders were in embodying only general principles into the constitution, how much has been accomplished by interpretation and convention and how the parts of the constitution which admit of no such development are the ones which suffer most by the rigidity of our system of amendment. The book is not one for continuous reading, so much as for the study of special phases of constitutional history. In this respect the record of certain amendments which failed, is as instructive as that of those which succeeded. Considerable knowledge of history is presumed to be possessed by the reader, and the narrative can be understood only by one who has a general acquaintance with the political conditions of the times. The construction